

The Omaha Bee

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OMAHA PUBLISHING CO., Prop'rs
E. ROSEWATER, Editor.

The house of representatives has
passed the postoffice carriers appropria-
tion, increasing the amount asked
for by \$100,000. This action will
meet with general approval. There
are no harder working and poorer
paid class in the public service than
the letter carriers.

The true inwardness of the deter-
mined effort to get Sargent appointed
secretary of the interior has at last
come to light. A Washington dis-
patch to the Chicago Tribune tells
the story briefly as follows:

A gentleman from the Pacific slope,
who is perfectly familiar with the
movements of the politicians there,
said to-day: "There seems to be an
impression that the great power
which is pressing the president to ap-
point Sargent secretary of the interior
is Senator Jones, of Nevada. I know
this is not so. While Mr. Jones
desires the appointment of a
Pacific coast man to the cabinet, and
has favored the nomination of Sarg-
ent, way down in his boots he would
much prefer some other person from
our region should get the place. The
influence backing Sargent is the Central
Pacific railroad. Questions are
constantly arising in the interior de-
partment as to the indebtedness of
the land grant railroads under the
provisions of the Thurman act. The
Central Pacific is now in arrears to
the government, and it will be a
great victory for the company if Sarg-
ent is appointed."

The eastern railroad trunk lines
have patched up their difficulties.
The announcement is made that here-
after the passenger tariff between
Chicago and New York will be made
on a basis of \$20. There is universal
complaint against this rate as being
exorbitant, general opinion being that
when passenger rates were restored
they would be made on a basis of \$15,
or one and a half cents a mile for
through business between the lakes
and the sea coast. It is pointed out
that such a rate, owing to the in-
creased tariff which it would stimu-
late, would pay a handsome profit to
the companies who have been selling
tickets at this price for more than
two years past while the rate now im-
posed is higher than at any time since
1868. Within the last fourteen years
the cost of passenger service on the
trunk line has decreased fifty per cent.
It remains to be seen whether this ex-
orbitant tariff can be maintained for
any length of time, and meantime its
imposition only furnishes another
argument for the enactment of a na-
tional law protecting the public against
such outrageous extortions at the
hands of the railroad monopolies.

The attempt of the Council Bluffs
Nonpareil to discourage the projec-
tors of the proposed wagon bridge be-
tween Omaha and Council Bluffs by
downright misrepresentation is to be
the least reprehensible. Every man,
woman and child in both of these cit-
ies knows that the present transfer is
an embargo on the commercial and
social intercourse between Omaha and
Council Bluffs. By common consent
it has been voted a public nuisance
that must be abated as soon as pos-
sible. The erection of a wagon bridge
has become an absolute necessity. It
will afford cheap, reliable and
rapid transit between
the two cities and cannot fail
to be of as much advantage to Coun-
cil Bluffs as it will be to Omaha. Ac-
cording to the Nonpareil Omaha mer-
chants insist upon a bridge that would
cost twice as much as the Iowa side
as on the Nebraska side of the river.
The Omaha members of the confer-
ence have made no such demand. On
the contrary they have come forward
in good faith ready to subscribe their
share of the stock without any attempt
whatever to dictate how the bridge
should be built. The Nonpareil tells us
"that such a bridge as is proposed by
Omaha interests would be a very ex-
pensive and unnecessary luxury for
this city and her people, and it can
certainly be seen at a glance that it
would be a very questionable enter-
prise for Council Bluffs to engage in
or endeavor to foster."

We presume that any project that
would interfere with the Union Pacific
bridge monopoly would be regarded as
a questionable enterprise by the pa-
pers on both sides of the river that
owe their livelihood to Union Pacific
patronage. Fortunately, their mercen-
ary motives are well understood, and
their attempt to obstruct the pro-
posed bridge will not retard the un-
dertaking.

GUTEAU SENTENCED

Saturday's scene in the Washington
district court was a fitting close to the
protracted trial of the assassin of
James A. Garfield. In pronouncing
the sentence which consigned Guitau to
the gallows on the last day of June
next, Judge Cox took occasion to re-
view the conduct of the case, the de-
fense of the prisoner and verdict of
the jury. The judge reminded the
murderer that, notwithstanding the
atrociousness of his crime and the in-
tense popular excitement, he had as fair
and impartial trial as has ever been
accorded to any man charged with the
commission of a great crime. The
forebearance exercised by the court in
tolerating the insolence and black-
guardism of the prisoner and submit-
ting to the frequent interruptions that
retarded the progress of the trial, were
without parallel in the history of
criminal trials.

The attempt of the defense to justify
the dastardly murder of the president
on the plea of insanity or insane in-
spiration was not sustained by the
evidence. The conclusion of the jury
that Guitau was in a mental condi-
tion to discern right from wrong on the
2d of July was embodied in their
verdict. It would have been more
creditable to our civilization and the
good name of this republic had the
evidence sustained the pretense that
this assassination of the chief magis-
trate of the nation was the work of an
insane man, irresponsible for his act.

The strongest witness for the pro-
secution was the prisoner himself, and,
as the judge very clearly pointed out,
his own testimony controverted the
theories of his counsel by showing
calm deliberation in planning the
crime and a wilful impulse in its com-
mission.

Even in the solemn moment
when sentence of death was pro-
nounced against him the hideous in-
solence of Guitau could not be
restrained, and he poured
out on judge and jury a torrent of
abuse, calling down on their heads
the curse of the Almighty, to whose
inspiration he attributed the cruel
murder of the president. It is a cause
for general congratulation that the
blasphemous wretch will not again be
permitted to harangue the public from
the court room.

THE FATE OF DE LONG

The latest news from the Jeanette
party is sadly discouraging to the
hopes of the friends of Lieutenant De
Long. The first authentic advices
respecting the lost party in the second
boat, which consisted of De Long and
thirteen officers and men, has reached
this country in a dispatch from Lieut-
enant Danenhower, dated at Irkutsk,
on Tuesday last. The first traces of
De Long were found by Lieutenant
Danenhower's party while traveling
south in their weary attempt to reach
the settlements on the Lena river.
In a deserted hut on the barren coast
of Siberia a "coached" record was found
in DeLong's handwriting, dated
October 1st, which shows that the
whole party reached the abandoned
village of Sagrakh on September 28th
with all its members alive but suffer-
ing severely from frost bites and lack
of food. At that time Lieutenant
DeLong had only provisions for two
days, but expressed the hope of secur-
ing enough game to tide over the
time until he reached the southern
settlements. Later records were
found by Lieut. Danenhower which
told the story of terrible sufferings
and the death of one of the crew on
October 7th.

Two days later the party
being in great distress for want of food two of the men were
sent ahead for relief and after march-
ing in the barren wilderness for fifteen
days they were found on October 24th,
in a starving condition, by natives and
carried to a settlement, where they
were heard from on October 29th by
Lieutenant Danenhower. The dis-
patch states that nothing further has
been heard of Lieut. DeLong and his
party and that all efforts for their re-
lief had to be abandoned on account
of the refusal of the natives to go on any
further. On November 28th the search
party returned to Balongna to get
Russian assistance and a large force is
now engaged in searching through the
barren steppes which stretched from
the head of the delta of the Lena river
to the coast. Four months have now
elapsed since the last news of Lieuten-
ant DeLong's party was found by
Lieutenant Danenhower and the fate
of the lost members of the expedition
would almost seem to be a foregone
conclusion. With only two days pro-
visions on hand, enfeebled by priva-
tion and suffering and slowly dragging
their way through a wilderness
covered with snow and devoid of game
there is little hope that any of the
party have survived. Had they
reached the settlements, information
would by this time have come into
Irkutsk, which is the telegraph sta-
tion nearest to St. Petersburg. Still
every effort is being made, both by
Mr. James Gordon Bennett and the
navy department, to ascertain the
fate of the sufferers. Lieutenant
Melville with a large search party is
scouring the country west and north
of Irkutsk; the Russian government
has supplied a steamer to search along
the banks of the river Lena and
Secretary Hunt has detailed two of-

ficers of our navy to proceed at once
to Siberia to aid in the search under
the direct auspices of the navy de-
partment. Lieutenant Danenhower,
with one of his eyes ruined and the
other rapidly failing from his dread-
ful sufferings which he was compelled
to undergo, has been ordered to re-
turn to this country with the party,
one of which is hopelessly insane, and
all of whom are terribly shattered in
health.

The question forces itself on all
whether Arctic exploration, which at
the best is mere scientific curiosity, is
not paid for at a fearful cost of life
and health, entirely incommensurate
with the practical results obtained.
The riddle of the Sphinx was not more
impossible of solution than the
secret of the Pole, which has defied
every effort of human endeavor and
cost its daring investigators hundreds
of lives and millions of treasure.

It is rumored that The National
Republican, of Washington, will
shortly change hands, and fall into a
company of republicans who desire to
have an organ for President Arthur's
administration that shall be free from
the taint of star route frauds. Gor-
ham is talked of as chief editor, but
it is more probable that he will be
shifted and the place given to Frank
Hutton, the assistant postmaster gen-
eral, and proprietor of the Burlington
Hawkeye. That President Arthur
will be a candidate in the republican
convention of '84 can be set down as
a settled fact—as settled as anything
which is likely to occur in future.—
Cheyenne Leader.

The National Republican never has
been, is not now and never can be a
national organ. It wields no greater
influence in moulding the sentiment
of the country than the vote of the
District of Columbia in determining
the election of a president. The
Washington papers are purely local
in their influence and at best only
voice the views of the kitchen cabi-
net. The New York papers circulate
more copies in Washington than any
one of the Washington papers, and
even furnish the people of Washing-
ton with their local news ahead of
their own papers. Nobody knows
this better than President Arthur,
and it will certainly be immaterial to
his future prospects for the presiden-
cy whether Geo. Gorham edits the
National Republican, or Frank Hat-
ton. As a political thinker and agita-
tor Gorham is immeasurably super-
ior to Hutton, and so far as star
routes are concerned Hutton has
no advantage over Mr. Gorham.
It might be a good thing to let Mr.
Hutton try his hand as editor of a
daily paper. His editorial experience
was gained at the end of a pair of
shears on a rural weekly in Mt.
Pleasant, Iowa. His transfer to the
Hawkeye was partly to oblige ex-
Senator Harlan, and partly to reward
him for political services rendered to
the vice president of the Chicago &
Burlington road, who had a controll-
ing interest in the Hawkeye. Osten-
sibly Mr. Hutton was the editor, but
in reality he has done precious little
to fill the editorial columns. The
reputation of the Hawkeye was made
by Bob Burdette, and Hutton's de-
parture to Washington has left no
vacuum in any department of that
journal. So much for the rumored
transfusion of brains into the Na-
tional Republican. The best advocate
that President Arthur can have is a
good administration, for which the re-
putable press of the country will give
him due credit. Personal organs at
the national capital or elsewhere can-
not build up popularity for an admin-
istration, much less can they influence
the action of national conventions.

The Chicago grand jury has reported
that gambling and disorderly houses
can only be suppressed with the co-
operation of the mayor and police.
We commend this remark to the
Omaha Republican, which is urging
the proprietor of the St. Elmo to keep
less of a hell-hole and stop the riot-
ing and robbery which disgrace his
place. As Artemus Ward remarks:
"It is true the leopard can't change
his spots, but you can change them
for him with a paint brush as I once
did to a leopard of mine who wasn't
naturally spotted in an attractive man-
ner." The question is, will the mayor
use the paint brush.

WESTERN RAILROAD PRO-

The past week has not developed
many important movements in the
railroad field. The dim shadows of
coming events are discernible at sev-
eral points in this and other states,
but the arrival of settled spring
weather will alone develop their mean-
ing and extent. The B. & M. com-
pany are preparing to build a branch
to Nebraska City, having already se-
cured possession of the boats and
charter of the ferry company. As
usual in everything for the benefit of
a town, this movement encountered
obstacles in the shape of hogish
property owners, who slapped on the
price as soon as the company selected
a site for a depot. The determina-
tion of the manager not to build until
they can purchase all the land they
need at reasonable prices will bring
the speculators to terms very soon.

The advance agents of the Omaha
& Republican Valley railroad have
been over the field recently, and the
result of the tour settles two things:
The extension of the road from Stroma
burg to a connection with the main
line at Grand Island and a gradual
advance toward Southwestern Ne-
braska. A large amount of land was
purchased in the neighborhood of
Osceola to be used for depots and
sidetracks.

Work on the Missouri Pacific, south
of Louisville, has been retarded some-
what by the scarcity of ties. About
ten miles of the road has already been
ironed, which brings the iron horses
within a dozen miles of Weeping
Water. Graders and iron layers are
pushing north from Sheridan, and the
gap of fifty miles will be covered in
less than sixty days. The rails are
also being laid north of the Platte to
the point of junction with the Union
Pacific. A large force of men are
grading between Hiawatha and Atchi-
son, a distance of forty miles. At
the present rate of progress through
trains from St. Louis will be running
into Omaha before the first of May.

The editor of the Pierce County
Call is a blue-blooded nihilist of the
Lamberton stripe. He strikes out
from the shoulder and the object of
his wrath is the Elkhorn Valley road.
This company, says the Call, refuses
to take cars of coal from the Union
Pacific at Norfolk at less than ten
dollars per car, "which, added to the
freight will make it impossible for the
people off the line of the Union Pacific
to burn Wyoming coal. We will
have to put up with the filthy stuff,
composed of slate and gas, that the
Elkhorn Valley road sees fit to dump
down for us. There is one consolation
that we have, however, that a few
more acts like this will open the
eyes of the people, and they will not
be long in informing the railroad com-
panies that the state can control them
and will in such a way that will make
them squirm. They only need a little
more rope to effectually hang them-
selves."

The rivalry between Blair and De-
catur for the bridge over the Missouri
continues. The engineer in charge,
Mr. Morrison, who has located the
bridges at Kansas City, Plattsmouth
and Bismarck, is decidedly in favor of
the Blair crossing. The bed rock
was found there from forty to fifty
feet below the surface of the water,
and it will cost no more to protect the
banks at Blair than Decatur. A
crossing of some kind will have to be
maintained at Blair, even if the river
is bridged at Decatur, and a bridge at
the latter point would make necessary
an entire change in the Sioux City &
Pacific system.

The Central Branch of the Union
Pacific is vigorously squeezing the
lemons in Nuckolls. The managers
have secured sufficient contributions
from the people to pay for the prelim-
inary survey, and have now disguised
themselves under the name of the
Nebraska Central railroad company.
They propose to build into Nuckolls
county immediately, and during the
season run a rainbow road to the
Niobrara river, provided the people
along the route consent to be bled
sufficiently.

The extension of the Omaha &
St. Paul road to Norfolk is within
six miles of the town. The gap will
be covered in ten days.
Doniphan business men gave \$600
to the A. & N. road to touch that
place. Doniphan county gave \$200,
000 provided the road would operate
stations at Doniphan, White Cloud
and Troy. Now the road has been
moved east from Doniphan a mile
and a half, to give a better line, and
the town is ruined. The people
there propose to sue somebody for dam-
ages or vet some of the bonus money
back.

The Atlantic & Pacific, after strug-
gling for months between the fires of
the Atchison, Topeka & Santa Fe and
the Gould and Huntington interests,
finally succumbed and is now an in-
significant part of the triple alliance.
The reported defeat of Gould some
weeks ago was a trifle premature,
though the fact remains that Presi-
dent Strong, of the Santa Fe com-
pany, secured in the main the points of
vantage contended for—an equal dis-
tance through traffic. This con-
cession, as long as maintained, guar-
antees the Santa Fe a large revenue
after the completion of the Southern
Pacific main line to New Orleans.
The Atlantic & Pacific is now fin-
ished to a point about 300 miles west
of Albuquerque, and by the terms
of the syndicate the Colorado
river and then turn south
to make a connection with the
Southern Pacific. This stops for the
present the construction of the third
through line to San Francisco, and
leaves Huntington, Crocker & Co.,
undisturbed monarchs of California,
Arizona and New Mexico. The com-
bination will have supreme control
of local and through rates and will
continue to regulate them to the sat-
isfaction and profit of the stock hold-
ers. It is a stunning blow to South-
ern and Central California producers
and will do more than all else to unite
and strengthen the anti-monopoly
leagues to press to a successful con-
clusion the regulation of rates, and
the prevention of rebates and dis-
crimination, by law. An instance of
depressing effect of the sell out is shown
in the town of Bakersfield, where the
news caused a crash in all lines of
business. Real estate was advancing,

business and dwelling houses were
going up, merchants laid in large
stocks of goods, and prosperity was
generally felt, consequently upon the
expected early arrival of the Atlantic
& Pacific. Real estate fell thirty per
cent. the day the news came, and con-
tinues to fall, carrying discouragement
and depression everywhere.

The influence of the B. & M. com-
pany has already been felt in and
around Denver. It is reported that
the right of way privileges of the
Denver, Golden & Salt Lake road
were recently purchased by the com-
pany, the principal object of which is
to transport coal from the mines in
the vicinity of Golden, twelve and a
half miles from Denver. The prelim-
inary survey has been extended from
Golden up Ralston creek to
Central, tapping immense iron mines,
a stone quarry and large beds of fire
clay. Iron has been laid several miles
out of Denver.

Articles of incorporation of the
Oregon Short Line of the Union
Pacific have filed at the county clerk's
office in Portland, Oregon, which
practically settles the future terminus
of the road at that city. The com-
pany evidently intends building
across the state instead of connecting
with the Oregon railway at Baker
City. The snow storms of the past
few weeks in Idaho have retarded work
on the line and a number of men have
been temporarily laid off. Most of
the working force is now gathered at
the American Falls, Snake river,
where a new town bearing that name
recently sprouted. About fifteen
dwelling houses have been built, be-
sides two merchandise stores, four
saloons, two chop houses, a black-
smith shop and a hurdy house. Two
hundred men are at work on the rail-
road bridge and approaches at this
point. The bridge consists of four
spans, three of timber and one of iron,
the latter directly over the main fall.
The timber spans were prepared in
Omaha and shipped to that point.
Two of them are 280 feet long and
the third 150. The grade from Poca-
tello to the Falls is ready for the iron
and it is expected that trains will
be able to cross the bridge by the
last of May. The company is
gathering vast stores of material at
the front, so that no delay will be ex-
perienced in pushing forward the road
when spring opens. There are large
gangs of men twelve miles east of the
Falls, another at Eagle Rock and a
third near Soda Springs, cutting ties
for the road. The road will be com-
pleted to Wood Run, eighty miles
from the Falls, before the close of the
year.

Ogden is the first western city to
move against the U. P. coal monop-
oly in Wyoming. A few of its citizens
have plucked up sufficient courage to
tackle the soulless beast in his favorite
lair on the plains of Wyoming. The
plans of the projectors contemplate a
road from Ogden northeast to Uintah
county, W. T., sixteen miles north-
west of Carter, where the man-
agers have secured possession
of a mammoth coal mine.
The mine is a sandstone mountain,
about four and a half miles long, run-
ning north and south, facing east, and
about three-quarters of a mile across,
the mountain dipping suddenly at
each end. There are sixteen veins of
coal in sight. The bottom one is the
smallest, being five feet; the next is
the largest and most easy of access,
and is upwards of seventy feet thick;
the next above is sixty feet; another
of forty feet; another of about thirty
feet; five of about twenty-five feet
each, and five of sixteen feet each.
The last one is about twelve feet, and
altogether about four hundred feet of
coal, four and a half miles long; in
fact it may surely be termed a moun-
tain of coal. The proposed road
will be ninety miles long, narrow
gauge, and the route parallels the pro-
posed eastern extension of the Central
Pacific. The capital of the com-
pany is \$2,000,000. The result of the
contest can be seen from afar. The
road will be built and Ogden and a
few towns on its line will be supplied
with coal at a low rate. The U. P.
will put coal on the market at a loss,
if necessary to make the contest in-
teresting, and will refuse to ship op-
position coal to any other market ex-
cept at ruinous rates. In a few weeks
the stockholders will be ready to sell
out at any price. The Central will
take a hand about this time in buying
the stock at one-fourth its value.
Presently symptoms of embarrassment
will be felt, the price of coal will go
up to the old figure, and Ogden will
suddenly relapse into the old rut with
a dull thud—a wiser and poorer prop-
inquity.

The Helena Herald furnishes some
interesting and instructive figures in
connection with the construction, op-
eration and business of the Utah &
Northern narrow gauge. The grad-
ing, ironing and equipping of the line
has cost less than \$8,000 a mile. The
total cost in round numbers is \$3,-
600,000, including the rolling stock.
It is stocked on a basis of \$20,000 to
the mile, the total share issue now
exceeding somewhat over \$9,000,000.
Its operating expenses are estimated to
be the least of any piece of railway
of equal length in the United States.
Its earnings for the year closing De-
cember 31, 1881, are represented to
have reached 60 per cent. of \$3,000,-
000, its cost, or a total of \$2,160,000.

The North Platte is evidently competing
for the champion belt for the number and
frequency of railroad accidents. William
Henderson is the latest victim. He was
driving the truck at the station last Wed-
nesday, paying no attention to the warning
bell of an approaching engine, when the
tender struck him and knocked him down
onto the rails and under the wheels. The
engine stopped, and Mr. Henderson himself
crawled out from under the engine and at-
tempted to rise to his feet. He got up
on the steps of his legs just as assistance
reached him. The wheels had crushed to
shreds his left leg above the knee and his
right leg below the knee. He was carried
to his home and died a few hours after.

How often do we see the hard-work-
ing father straining every nerve and
muscle, and doing his utmost to sup-
port his family. Imagine his feelings
when returning home from a hard
day's labor, to find his family pro-
strate with disease, conscious of unpaid
doctors' bills and debts on every hand.
It must be enough to drive one almost
crazy. All this unhappiness could be
avoided by using Electric Bitters,
which expel every disease from the
system, bringing joy and happiness to
thousands. Sold at fifty cents a bot-
tle. Ish & McMahon. (8)

STATE JOTTINGS.

The Fremont postoffice will be fitted up
with Yale locks.

The Fremont house at Fairburg was
burned to the ground last week.

Samuel Danner, of Hebron, died last
week from an overdose of whisky.

Orleans is nursing high hopes of a round
house and division house, near the city.

The Masons and Old Fellows of Orleans
are preparing to erect halls in the spring.

St. Hoyer has sent a committee over into
Iowa to investigate the creamery busi-
ness.

The coal prospect hole in Harlan county
has struck the genuine article, but the ex-
tent is not known.

Ashland shipped 950 cars of live stock
and produce, and received 550 car loads
of goods, during 1881.

The Nebraska City Transfer company
cleared \$82,000 in two years ferrying pas-
sengers at 5 cents a head.

Hebron has organized a stock company
to build a town hall, \$2,000 worth of stock
has already been subscribed.

The fatal child hesters of Leavenworth
county have been bound over to the dis-
trict court on the charge of manslaughter.

Three women of Tekamah narrowly es-
caped suffocation by coal gas last week.
It took several hours to resuscitate them.

Another squad of United States soldiers
have been quartered on the Oke reservation
in the southern part of Gage county.

A coal miner named Wesley was
crushed to death, last week in Storms'
coal bank, Pawnee county, by a falling
mass of stone and slate.

The York Times promises an historical
geological sketch of the county about the
last of March. It will be cut square
and posted in the middle.

The citizens of O'Neill are actively
working for a creamery. A committee of
nine is canvassing the neighborhood for
the requisite number of cows.

A gold mounted bird of liberty was
killed in Thayer county last week. It
measured six feet seven inches from tip to
tip. Bring on your snake stories.

The sensation of the week in Blair was
the arrest of two citizens charged with
horse stealing, some time ago, in Wauson
county. The affair collapsed before a trial
was had.

Owing to a recent rise of 5 cents per
bushel in the tariff rates over the Iowa
road in the shipments of grain, the price
of corn has dropped 4 cents per bushel in
Schuyler.—S. M.

Material for the new county court house
at Orleans, Harlan county, is being hauled
in the square, which fact indicates a settle-
ment of the question. And Alma has
been shown her glory!

A Boone county barber attempted to
go along the landman route and swore a
blue streak because a customer riled his
bowels. Cranks of this class should be al-
located the rope necessary.

C. D. Shultz, of Doniphan, is a thor-
ough bouncer, and is a "dressed bar-
ber." He is now "tapering off" in jail for
driving at his daughter with buckshot.
The argument injured none but himself.

A one-legged butcher of O'Neill, named
Smith, attempted to hang himself in the
back kitchen of his house because a Meth-
odist minister was leading in prayer in the
parlor. He was cut down and rubbed up.

Grand larcenies are still re-echoing over
the recent victory in the county, and idling
at competing towns for the G. A. R. re-
union. They propose to entertain from
10,000 to 15,000 people in first class style.

A raving maniac is running loose in
Holt county. He was seen at Apple
Creek recently, clad in shirt and a pair of
drawers, mounted on a horse, and was cap-
tured two days after at the Santee agency.

The town of Endicott, Gage county, is
excited over the recent affair between
H. J. Clifton and Doris Wells which
resulted in Clifton being shot. His
wound is fatal. Wells is under bail for
his appearance at court.

The North Nebraska Eagle dipped its
penn in a gallon of gall and tackled a
fraud from Buchanan county, Iowa. He
is described as "a drunken in, order, who
lays the mouth organ to perfection." S. V.
residents of Dakota City mourn his
departure.

Lincoln is about to have a new enter-
prise in the shape of a vaccine farm, that
is, a place where heifers will be vaccinated
to furnish matter for vaccine "points."
Dr. A. H. Morris, of Furdulac, Wis.,
has secured ground near the penitentiary
and already fifty heifers are a clatching out
virus.

An excursion train of land hunters will
leave Lincoln, Ill., next Wednesday for
York county, Ill. The train will bring six
families and their stock and goods to their
new homes in North Blue precinct. One
of the party was there last fall and pur-
chased 400 or 500 acres of land in that
precinct.

The bruisers of Blair never strike at
long range through the papers. They
simply repair to a secluded spot, at mid-
night and gouge and bite and scratch until
one sings, "Hold, hold!" A duel of
this kind came off recently, the partici-
pants taking great precaution to have an
ambulance convenient.

Fremont is already springing up for the
building campaign of 1882. A new eleva-
tor—one of the coming additions to the
material growth of the town, will bring six
ells is the projector, and ground has already
been cleared for the building. With four
elevators Fremont will take a leading
position as a grain center.

Reynolds & Co., contractors of the B. &
M. Denver extension, purchased 135,000
bushels of corn since week began.
15,000 bushels of this amount
was purchased in Pawnee county at 65
cents. The firm had a standing order of
\$60 per ton for 500 tons of hauled hay, which
they were unable to secure.

J. A. Mikessell, of Ponca, recently re-
turned from a wedding tour and was greet-
ed with a \$10,000 breach of promise suit.
The woman who has been the action is
Mrs. Mary B. Addis, a widow of between
35 and 40 years of age. Her husband
died some seven years ago, and she has
two children living, besides having buried
three.

Mr. Gulick, of Burr county, pulls the
lines over a team of wild colts. He was
spinning over the prairie one day last week
when a haystack suddenly lay in sight.
The colts made a break for it. The
movement caused Gulick to collide with
the haystack, and a frightful crash in
the forehead was the result. He was
conscious a few hours after where he fell un-
conscious, and is now under the care of
physicians.

North Platte is evidently competing for
the champion belt for the number and
frequency of railroad accidents. William
Henderson is the latest victim. He was
driving the truck at the station last Wed-
nesday, paying no attention to the warning
bell of an approaching engine, when the
tender struck him and knocked him down
onto the rails and under the wheels. The
engine stopped, and Mr. Henderson himself
crawled out from under the engine and at-
tempted to rise to his feet. He got up
on the steps of his legs just as assistance
reached him. The wheels had crushed to
shreds his left leg above the knee and his
right leg below the knee. He was carried
to his home and died a few hours after.

How often do we see the hard-work-
ing father straining every nerve and
muscle, and doing his utmost to sup-
port his family. Imagine his feelings
when returning home from a hard
day's labor, to find his family pro-
strate with disease, conscious of unpaid
doctors' bills and debts on every hand.
It must be enough to drive one almost
crazy. All this unhappiness could be
avoided by using Electric Bitters,
which expel every disease from the
system, bringing joy and happiness to
thousands. Sold at fifty cents a bot-
tle. Ish & McMahon. (8)

HOUSES
Lots,
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